

SANTA FE TELEGRAPH SCHOOL TURNING-OUT CRACK OPERATORS

As a part of its increasing success, the Santa Fe telegraph school in Topeka points to its record of having placed more graduates direct from school to telegraph positions in the past twelve months than all other similar schools in the west combined. The Topeka school gives a complete course of instruction in telegraphy and station accounting to its students.

The average operator in a railway office does not, as a rule, have an opportunity to learn the work of station accounting only as he picks it up during his years of service as an operator. Learning the subject in this manner, he does not attain the degree of efficiency he would were he to put in several months of study of the subject, and often finds himself very incompetent when he first takes charge of a station.

The purpose of this school is to have the student master the details of the business of a railway station and such thorough instruction is given that he will be fitted to take immediate charge of any small station to which he may be assigned. He is thus enabled to avoid the long period of service as operator while learning station work that he would otherwise have to serve.

The position of agent is merely a stepping stone to something better in the career of the ambitious young man who enters this branch of the railway service. But thorough preparation for this step is essential to further success, as even the most charitably inclined railroad company will not care to pay an unmerited salary for any considerable length of time merely for the opportunity of acting as stepping stone for its employees.

Railway telegraph operators' salaries are from \$50 to \$90 per month. When serving in the capacity of agent also their salary ranges from \$50 to \$125 per month. In addition to this, the agent is enabled to add materially to his salary by acting as express agent, buying and selling goods on commission, etc. It is a noteworthy fact that the demand for operators with an ability to take charge of small stations was never greater than it is at the present time.

RAILROAD NOTES—

Conductor J. W. Wells yesterday deadheaded back from Raton, to which terminal he had piloted two light engines.

Conductor L. D. Leeper is on deck in place of Brakeman H. M. Swezey in Conductor W. F. Fugate's passenger crew, while Swezey is absent in Topeka on lodge matters.

Conductor D. Reed of the first district brought in the special train of homeseekers, running as the second section of No. 1 yesterday afternoon, with Brakemen Seagle and Hogg.

All steel baggage cars for the Southern Pacific have been working their passage south through this city to El Paso, where they will be turned over to the S. P. by the Santa Fe.

The Illinois Central shops at Paducah, Kentucky, placed fifty machinists to work last week, increasing the force in the shops to 916 men, the largest force in the history of the shops.

Brakeman A. H. Bell, a swingman on Glorieta mountain, made a trip to Las Vegas yesterday as a member of

FOR BOWEL COMPLAINTS.

Reckall Orderlies are exceedingly pleasant to take, and are ideal for adult or child. They act directly on the nerves and muscles of the bowels. They do not purge or cause any annoyance whatever. We will refund the money paid for them if they do not thoroughly relieve chronic or habitual constipation. Two sizes, 10c and 25c.

E. G. Murphy, The Rexall Store.

Conductor S. A. McDonald's freight crew, in place of Brakeman Goodrich, who failed to represent from some cause.

The Great Northern has established on the Oriental Limited "afternoon tea service" for all first-class sleeping car passengers between 4 and 5 o'clock every afternoon free of charge.

Engineer W. J. Trainer rode the cushions down to Lamy Junction last night to relieve Engineer George S. Crossen, who is said to have been working like a Trojan warrior and then some, of late.

The New York Central railroad, owing, it is said, to trouble with labor unions and to the high taxes of Pennsylvania, has decided to remove all repair shops from Pennsylvania to Ohio and New York.

E. E. Pettit, years ago a clerk to the car foreman here, and sort of a straw boss on the rip track, is now filling most acceptably the position of general car foreman for the Clark road at Las Vegas, Nevada.

Brakeman W. H. Shaffer was grafted into service at Albuquerque yesterday and came up to this city with Conductor C. W. Hereford's crew, for the reason that Brakeman Surles quit his job on short notice in the Duke city.

Fireman F. R. Snelling is willing to work harder than usual for a few weeks to drown his loneliness, now that his wife and children have gone back to Kansas and Missouri points to remain till they get good and ready to come home.

Hilario F. Romero, a son of Canuto Romero, who is in the employ of the Romero Mercantile company here, is now drawing good pay and pocketing it as a car inspector for the Santa Fe at San Bernardino, Cal.

Brakeman E. A. Davis, of the second district, didn't disobey orders when he was called to go out on the road with Conductor C. V. Bryant of the third district, though he might prefer the run between this city and Raton to the south end, which reaches as far as Albuquerque.

The Great Northern has introduced another innovation on its transcontinental train between St. Paul and the Pacific coast. Vacuum cleaning machines are used to keep the cars clean. A uniformed operator has been added to the train crew whose only duty is to keep the trains clean.

For the reason that Conductor Charley Oder did not reach La Junta in time to bring out his regular run on the California limited, he brought No. 7 to Las Vegas last evening. The train was turned over to another yellow button here. Oder deadheaded with him to Albuquerque and will bring out the Chicago limited tonight.

In order to test the law requiring railroads to haul the Kansas militiamen for one cent a mile, J. Dawson, attorney for the railroad board, has had a warrant issued for the U. P. at Topeka, on the charge of violating the law. Gardner refused to accept one cent a mile for carrying state troops to the rifle shoot at Fort Riley recently.

The Great Northern railroad has equipped the Oriental Limited, the fast train between Chicago, St. Paul, Minneapolis and Puget Sound, with telephones. A telephone on the library table of the compartment observation car is connected with city circuits immediately upon arrival of the train. This service is established at Chicago and St. Paul and plans are being worked out to install it at Spokane, Seattle, Tacoma and other points on the line.

To get around the washout which occurred west of Yuma on the southern California desert, the Southern Pacific shunted its passenger trains

from the west around by Phoenix, Ariz., on the Ash Fork line. The trains were sent off the S. P. main line at Colton, Cal., and went to Phoenix over the Ash Fork line of the Santa Fe, from there to Maricopa over the Maricopa & Phoenix line and then onto the main line to El Paso. This necessitated a delay of twenty-four hours or more and all of the trains from the west were annulled Tuesday.

The car repairers of Las Vegas had best beware. Between 7 and 8 o'clock the other morning, while the I. & G. N. railway car repairers were at work under the shed at Taylor, Texas, a bold sneak thief or thieves entered the apartments where their lockers are kept, and, breaking the locks on same, robbed them of their clothing, dinner buckets and such loose change as was found in their pockets. Repairer J. P. Strole lost a valuable gold watch and a pair of pantaloons. All the repairers lost the contents of their dinner baskets and some change in money.

Conductor Mike R. Jones, who lost both his legs as a result of having been thrown under his train and run over in the Las Vegas yard, has supplied himself with two artificial limbs in Denver and, with his family who accompanied him to that city for the purpose, has returned to his up-country farm. He had decided upon this move weeks before the awful accident befell him in an unguarded moment. Mr. Jones will likely not have been forgotten by the Santa Fe management when the time comes for him to apply for a light job within its gift.

Conductor E. E. Wilson and wife are now putting that spunky, little team of broncos, about which The Optic had something to say recently, to good, profitable use. Mr. Wilson resigned his position with the Santa Fe here some weeks ago, having laid by enough money during the years of his employment to buy a farm, and, selling his buggy, he hitched the sprightly nags to a light spring wagon and, with his wife and luggage, started across the country for the northwest. Mr. and Mrs. Wilson will drive to Wyoming and Montana and perhaps to other parts before settling down and growing up with the country.

Conductor J. D. Burke, who returned to Las Vegas yesterday from Denver, doesn't perambulate as easily or as gracefully as he did before it was necessary for him to wear a cork limb, yet he is thankful that he is himself in every other particular from crown to sole. It is the thought of what might have been that consoles him in the fits of despondency that creep upon him almost unawares at times. The inquiry, "Who'll be the next?" also sometimes enters his mind. Joe fell heir to two bad accidents in quick succession and the third one is likely to be the last one for him, if it ever comes. He'll try to see to it, however, that such is not the case in his instance.

SOUTHERN PACIFIC TRAIN KILLS UNKNOWN MAN

Lordsburg, N. M., Aug. 20.—Last Monday near here on the Southern Pacific right of way a badly injured man was found by a section hand, who came to this city for assistance. When the station agent here and others returned to the scene of the accident the man was dead.

An examination of the corpse disclosed the fact that the whole top of the man's head was crushed, and it is surmised that in attempting to board a rapidly moving train, possibly in the dark, he got his head too close to some corner or projection on one of the cars, which resulted in his receiving a frightful blow which crushed his skull and tore a part of the top of his head off.

An examination of the contents of the pockets of the dead man's clothes with a view of ascertaining his identity resulted in finding \$12.50 in cash, a watch and bunch of keys on a key ring. The key ring was stamped with the word "Sayers", which is probably either the name of the owner of the ring or the manufacturer of it. No letters or papers of any kind were found, so that the identity of the victim of the unfortunate accident is shrouded in mystery. The remains were placed on the hand-car and brought to Lordsburg where they were interred in the Lordsburg cemetery.

'Twas a Glorious Victory.

There's rejoicing in Fedora, Tenn. A man's life has been saved, and now Dr. King's New Discovery is the talk of the town for curing C. V. Pepper of deadly lung hemorrhages. "I could not work nor get about," he writes, "and the doctor did me no good, but after using Dr. King's New Discovery three weeks, I feel like a new man, and can do good work again." For weak, sore or diseased lungs, coughs and colds, hemorrhages, hay fever, is a cure, asthma or any bronchial affection it stands unrivaled. Price 50c and \$1.00. Trial bottle free. Sold and guaranteed by all druggists.

WELCOME WORDS TO WOMEN

Women who suffer with disorders peculiar to their sex should write to Dr. Pierce and receive free the advice of a physician of over 40 years' experience—a skilled and successful specialist in the diseases of women. Every letter of this sort has the most careful consideration and is regarded as sacredly confidential. Many sensitively modest women write fully to Dr. Pierce what they would shrink from telling to their local physician. The local physician is pretty sure to say that he cannot do anything without "an examination." Dr. Pierce holds that these distasteful examinations are generally needless, and that no woman, except in rare cases, should submit to them.

Dr. Pierce's treatment will cure you right in the privacy of your own home. His "Favorite Prescription" has cured hundreds of thousands, some of them the worst of cases.

It is the only medicine of its kind that is the product of a regularly graduated physician. The only one good enough that its makers dare to print its every ingredient on its outside wrapper. There's no secrecy. It will bear examination. No alcohol and no habit-forming drugs are found in it. Some unscrupulous medicine dealers may offer you a substitute. Don't take it. Don't trifle with your health. Write to World's Dispensary Medical Association, Dr. R. V. Pierce, President, Buffalo, N. Y.,—take the advice received and be well.

EDWARD L. HAMBLIN

DIES IN CALIFORNIA

Word was received in Las Vegas, this morning by friends that Edward L. Hamblin, formerly a prominent resident of this city, had departed this life in Berkeley, Calif., on August 16, 1929, after a protracted illness.

Edward L. Hamblin was engaged in the brokerage business in Las Vegas for nearly twenty years, and was well and favorably known all over this southwestern country, having offices at one time in Las Vegas, Albuquerque, El Paso, Texas, and Trinidad, Colo., and numbered his friends by the score. Mr. Hamblin left surviving him a widow and two daughters, Ruth and Irene, all now living in Berkeley.

During Mr. Hamblin's residence in Las Vegas he was an upright citizen, loyal friend, warm-hearted and generous man, and his loss will be keenly felt by a multitude of friends. He was a member of the city council during the early days of advancement here and was always a hard worker for the welfare of his adopted city. He was also a charter member of the local Elks' lodge.

No matter how long you have suffered, Foley's Kidney Remedy will help you. Mrs. S. L. Bowen, of Wayne, W. Va., writes: "I was a sufferer from kidney disease, so that at times I could not get out of bed, and when I did, I could not stand straight. I took Foley's Kidney Remedy. One dollar bottle and part of the second cured me entirely." It will cure you. O. G. Schaefer and Red Cross Drug Co.

IKE DAVIS NARROWLY

ESCAPES SERIOUS INJURY

S. K. Sydes has received a letter from Ike Davis, written on the California limited and mailed at Hackberry, Ariz., informing the old man who is in charge of the store that is usually busy, of a narrow escape he had in a barber's chair.

Mr. Davis was being shaved by one of the best tonsorial artists that travels on these fast Santa Fe trains and was in a fair way to sink into the arms of Morpheus and dream of matters and things generally at home when there was a sudden and sharp head-on collision between his train and another that seemed to insist that it was entitled to the right of way.

Fortunately the compact was not nearly so bad as it easily might have been and Mr. Davis escaped being seriously cut with the razor in the hands of a barber who was giving him a neat, close shave in expectancy of a tip. Incidentally Mr. Davis as a result of his escape had no cause to use that accident insurance he took out when starting on his trip.

BIG MILL AT MOGOLLON RUNNING FULL BLAST

Silver City, N. M., Aug. 20.—Word has just been received from Mogollon that the recently completed mill of the Socorro Mines company started up Saturday, is now crushing one hundred and fifty tons of ore daily, and that its operations are extremely satisfactory in every respect.

The Optic leads; others tag.

UNCLE SAM TO BUILD TWO NEW DREADNAUGHTS

Washington, Aug. 20.—Bids for the construction of two more American Dreadnaughts, the Wyoming and the Arkansas, authorized by congress, were opened in the presence of numerous representatives of ship-building firms at the navy department yesterday.

These vessels are to cost \$6,000,000, exclusive of their armor and armament, and are to make a high rate of speed.

The vessels are to be of 26,000 tons each, the largest ever undertaken by the American naval establishment, the increase in tonnage in this class of vessels being from 20,000, the size of the original Dreadnaughts, the Delaware and North Dakota.

The Utah, now under construction, by the New York Shipbuilding company, and the Florida, now being built at the New York navy yards, are the two remaining Dreadnaughts, their tonnage being 22,000.

Cholera Infantum Cured.

"Something like two years ago my baby, which was then about a year old, was taken seriously ill with cholera infantum, vomiting and purging profusely," writes J. F. Dempsey of Dempsey, Ala. "I did what I could to relieve her but did her no good, and being very much alarmed about her went for a physician but failed to find one, so came back by Elder Bros. & Carter's store, and Mr. Elder recommended Chamberlain's Colic, Cholera and Diarrhoea Remedy. I procured a bottle of it, went home as quickly as possible and gave the baby a dose of the remedy. It relieved her in fifteen minutes and soon cured her entirely." For sale by all dealers.

If you read it in The Optic it's so.

People with chronic bronchitis, asthma and lung trouble, will find great relief and comfort in Foley's Honey and Tar, and can avoid suffering by commencing to take it at once. O. G. Schaefer and Red Cross Drug Co.

A girl hopes to make a home for herself—by marrying.

JELL-O
The Dainty Dessert
PREPARED INSTANTLY. Simply add boiling water, cool and serve. 10c per package at all grocers. 7 flavors. Refuse all substitutes.

Rosenwald's

— ESTABLISHED 1862 —

School Necessities

For BOYS and GIRLS

Boys' Waists and Pants

We have a good variety of Blouses and Shirt Waists, in plain and pleated effects, collars attached and detached, cuffs attached, dark and light colors, splendid values at \$1.00 each, for this sale. 79c

Boys' Knee Pants in a large and varied assortment all shades and colors, well fitting and very serviceable, regular 85c values, for this sale. 69c

A lot of Odds and Ends in Boys' knee pants, all good, desirable merchandise, good colors and styles, worth from 75c to \$1.00 per pair, choice this sale 33c

A lot of Windsor Ties in light and dark effects, plain and fancies, the regular 35c grade, for 19c

We carry a large line of Boys' two-piece wash Suits in a variety of materials and styles ranging in price from 75c to \$2.50

We also have a complete line of Boys' Hats in all popular colors and shapes.

Children's Dresses

In a large and varied assortment of styles and colors. These garments are well and neatly made from good materials, cost no more than the material alone would cost and saves a lot of work and trouble in making.

Little Girls Dresses, made from Percale, Gingham and Linen, trimmed with bias bands, piping, braid and buttons—Buster Brown style, variety of colors; ages 5 and 6 years for 65c to \$3.00

Misses' Dresses made from Percale, Gingham and Linen, neatly trimmed in braid, piping, bias bands and buttons, nice assortment of colors; ages 8, 10, 12, to 14 years, for 75c to \$3.50



The Famous CADET HOSE

is the best Hose made for Children. Made from the best cotton, with pure linen heel, toe and knee, it has no equal in wearing qualities. Perfect fitting, strong and elastic. Heavy, medium and light weight.

25c Pair

Ribbed Silk Lisle Hose in black and tan, double heel and toe, very neat and serviceable, an excellent hose for girls. 25c

Seamless ribbed Hose, black only, sole, heel and toe three ply, per pair 15c

WEARBETTER Combination Suits

are just what you want for the Boy who gives his clothes hard wear. Made in first class shape from the best materials, with two pair of pants with double knees, they will stand that hard wear to which they are subjected by the average boy in school. Warranted not to rip.

Four button double breasted Suit, in black and grey mixtures and novelty mixtures, worth \$5.50, this sale only. \$4.45

Two button all wool double breasted Worsted Suit in tan mixture, worth \$7.00 for \$5.50

All wool Norfolk Suits in green mixtures and brown stripes, worth \$4.50 and \$5.00. \$3.50

All wool Norfolk Suits in fancy mixtures, dark patterns, worth \$5.00, this sale. \$4.00



WEARBETTER
CHILDREN'S CLOTHING

DOMESTIC SCIENCE

AGRICULTURE · ENGINEERING

NEW MEXICO COLLEGE

OF AGRICULTURE AND MECHANIC ARTS

"To promote Liberal and
Practical Education."

(MORRILL ACT OF 1862)

A school supported by the United States Government and the Territory of New Mexico. Gives practical training in the industries, as well as general education. Thus fits its students for successful life under present-day conditions. This is not a school for the favored few. It is Everybody's College.

College Courses (four years) in Agriculture, Mechanical, Electrical and Civil Engineering, Household Economics, Commerce and General Science. Requirements for entrance and graduation the same as in the best colleges and technical schools.

Preparatory Course (four years) equal to best city high schools.

Industrial Courses (four years) in Agriculture, Practical Mechanics, Business and Domestic Science, for boys and girls who do not expect to take a college course. Open to students who have completed the eighth grade in the common schools.

Stenography and Spanish Stenography (one or two years).

Evening Session. Splendid Equipment. Best faculty in the Territory. Faculty of thirty-eight. Comfortable dormitories. Expenses low. Unusual opportunities for self-support.

Write for Catalogue Address the President
W. E. GARRISON AGRICULTURAL COLLEGE, N. MEX.

STENOGRAPHY · BUSINESS

GENERAL SCIENCE